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SOUTH CAROLINA AVIATION NEWSLETTER

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NO. 6

JUNE, 1972

VOL. 25

AVIATION DAY



SEMINAR SPEAKERS

In spite of IFR weather throughout the State, a good number of

pilots were on hand for the Aviation Day program which was held Saturday May 20, at the South Carolina Opportunity School Auditorium.

The featured speakers shown in the picture on page one are from left to right, Pete Campbell, Director of the FAA Accident Prevention Program, Robert Bonarth, Director AOPA Service and Reference Department, Dr. Paul Buchanan AME of Charleston, Mike Huch AOPA and Wes Bowles of the Columbia ATC.

These gentlemen all gave excellent presentations and we are sorry that weather prevented many people from attending this program.

Door prizes were donated by Eagle Aviation of Columbia, Hawthorne Aviation of Charleston, Midlands Aviation in Columbia, Stevens Aviation of Greer and Orrco of Spartanburg. The program was sponsored jointly by the South Carolina Aeronautics Commission and the FAA as a part of Aviation Safety Week. We plan to make this an annual event and would appreciate comments from pilots as to what areas they would like to have covered.

LANDING CONTEST

Participation in the Regional Landing Contests was good, although weather again curtailed some of the operations. We were able to conduct five of the Regional Contests scheduled, however, the contest at Darlington was not completed until May 27, when M. B. Huggins of Timmonsville was awarded the trophy for his performance in a BT 13.

Other regional winners were Alton Wimbley of Aiken, John Todd of Anderson, Jimmy Ramsey Walterboro, Wade Adams Camden, and George Leamy Spartanburg.

The State Championship Landing Contest was postponed May 28 because of weather, again. The championship is now scheduled for Camden on June 10 at 2:00 P.M. The six regional winners will compete for the championship trophy at this time. Trophies for the regional winners and for the State Championship were donated by the Stuart Hope Insurance Agency in Columbia.

MORE STUDENT STARTS

Some 1,000 more student pilot certificates were issued during April 1972 than for the same month a year ago. Student start figures released by the FAA were 9,406 for April 1971 compared to 10,445 last month.

PILOT BULLETIN

Effective 15 May 1972, Columbia Approach Control will transition into Stage II of the National Terminal Radar program. This service provides for vectoring and sequencing on a full-time basis to VFR aircraft landing at the Columbia Metropolitan Airport. Inbound aircraft approaching from the south (110° - 289°) should contact Approach Control on 124.15 VHF or 338.2 UHF. When approaching from the north (290° - 109°) contact Approach Control on 118.2 VHF or 285.6 UHF.

It is requested that pilots report over or abeam the appropriate visual checkpoints indicated on the enclosed chart.

This service is becoming the standard at most terminal radar facilities and pilots should be familiar with the procedures contained in the Airman's Information Manual, Part I, Page 1-31, Stage II Service. However, we will be happy to provide briefings to individuals or groups. Please call the Tower office, 794-1304, to make these arrangements.

We would like to take this opportunity to thank you for your cooperation during our transition from a non-radar to a radar environment. We believe that with your continued cooperation Stage II service will enable us to provide a safer and more expeditious system of control for Columbia Metropolitan Airport.

BREAKFAST CLUB NEWS

The April 30 meeting at Kingstree was attended by 26 planes and 63 people. The May 14 meeting at Wings and Wheels was poorly attended because of the bad weather, Mother's Day, and because ole Jack Barry messed up the schedule in the May Newsletter. On May 28 five aircraft made it into Hartsville and 25 people attended the breakfast meeting.

The June schedule for the Breakfast Club is as follows:

June 11	Georgetown
June 25	Aiken
July 9	Chester (Free Breakfast)

JUNKED AIRCRAFT

Federal Aviation Administrator John H. Shaffer has asked organizations in the aviation industry to join the FAA in its two-year campaign to dispose of "junk aircraft" at all U.S. airports. Mr. Shaffer pointed out that the FAA has identified some 1,262 junk aircraft at 581 airports. About one out of five of these has already been removed.

Department of Transportation
FEDERAL AVIATION ADMINISTRATION
IFR PILOT EXAM-O-GRAM® NO. 35

CLEARANCE DELIVERY PROCEDURES

This Exam-O-Gram is presented to help clarify clearance delivery procedures for pilot and ground instructor applicants for the Instrument Rating Test. Analyses of written tests indicate that many applicants are unaware of the different procedures at different facilities.

At an uncontrolled airport with no A/G communications.

There are two practical ways to receive your clearance in this situation. You may call the FSS on the telephone prior to takeoff or contact a nearby ATC facility after you are airborne. Discuss it with the FSS specialist while filing your flight plan and determine which procedure is most desirable.

OKLAHOMA CITY, CHAMARRON (F29) 45W 35°29'15" FSS: OKLAHOMA CITY
97°49'00" W
1353 M35/17L-35R (1) (S-17) 55 F12, 18
REMARKS: ARPT ATTENDED 0700-1800. RGT TFC RWY 17L, 19, 15, 17R. FOR SVC AFT
HRS CALL 354 6270/TUNON

OKLAHOMA CITY FSS 121.5 122.1R 122.2 122.4 123.4

Okl City Dep Can 124.6

At an uncontrolled airport with a Flight Service

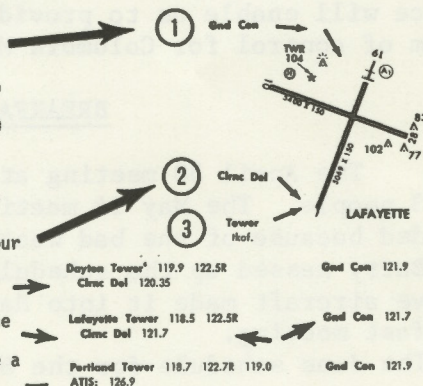
Station on the field. Get your clearance from the FSS on the radio prior to takeoff.

MC ALESTER, MUNI (MLC) 45W 34°53'24" 95°06'56" FSS: MC ALESTER ON FLD
R

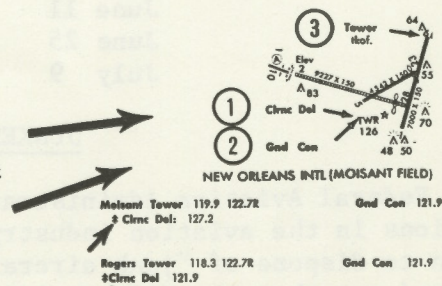
McALESTER FSS 121.5 122.1R 122.2 122.4 123.4 DF

McALESTER (L) BVORTAC 112.0/MLC FSS: McALESTER

At a controlled airport without pre-taxi clearance procedures. When you make the initial call for taxi instructions, alert ground control that you are going to request your IFR clearance. Example: "LAFAYETTE GROUND CONTROL - THIS IS AIRFLOW TWO FOUR ONE - ON THE NORTH RAMP FOR TAXI INSTRUCTIONS - IFR TO KANSAS CITY - OVER." On the runway pad, call Clearance Delivery and request your clearance. The frequency is probably one specifically designated for clearance delivery; however, it may be the same as ground control. Some airports still do not have a clearance delivery listed in AIM. In this case, ground control will deliver your clearance at the runway pad without request.



At a controlled airport with pre-taxi clearance delivery.** Contact clearance delivery to request your clearance before you taxi. If you are unable to contact clearance delivery, advise ground control. Ground control may then clear you to taxi and will either read your clearance or return you to clearance delivery.



**Locations where these procedures are in effect are indicated by a ‡ preceding "Clearance Delivery" in Part 3, "Airport/Facility Directory," AIM.

DISTRIBUTION: ZC-307

Things to remember

When the controller states "CLEARANCE ON REQUEST," he is advising you that he does not have your clearance but has requested it from the ATC Center.

To help prevent a delay, allow 30 minutes for your IFR flight plan to be processed before you request your clearance.

Request your clearance within 10 minutes of your planned takeoff time.

Don't be surprised if you receive a SID in the departure clearance, or a STAR in the final phase of the enroute flight, without requesting one, because ATC can now issue one without a request. See Chapter 4, "Preflight" and "Departures" in Part 1 of AIM.

Pilot participation with pre-taxi clearance delivery is not mandatory; however, the procedure is performed at a time when there is less pressure on the pilot for other duties. In addition, any delay in receiving the clearance is spent on the parking ramp instead of the runup pad.

USAF REVISED RULES FOR CIVIL AIRCRAFT

Recently revised rules have been published--in AFR 55-20--by the United States Air Force, detailing new procedures and penalties for use and misuse of military air bases by civilian aircraft.

Base commanders may approve civil use of military fields, provided AF Form 181 is supplied; but an unauthorized landing by a light plane will cost a minimum of \$100. Private aircraft under 12,500 pounds must carry \$100,000/\$500,000 bodily injury, \$500,000 property damage, and \$100,000 passenger liability per passenger. Landing fees are \$5 minimum or 20¢ per thousand pounds of calculated gross takeoff weight, whichever is larger.

CARBURETOR ICE ACCIDENTS

National Transportation Safety Board last week urged FAA to take action against preventable carburetor ice accidents. In the five-year period between 1965 and 1969, there were 360 general aviation accidents in which carburetor ice was a cause or a factor. Of the 636 persons involved in the accidents, 40 died and 160 were injured. There were 47 aircraft destroyed and 313 substantially damaged. According to NTSB, it "has long been concerned with carburetor icing as one of the 'unnecessary' causal factors in general aviation accidents.

SAFE PILOT PROGRAM

A nationwide campaign to improve aviation safety has been announced by the General Aviation Manufacturers Association (GAMA), an organization whose member companies produce 95 percent of the country's general aviation equipment.

GAMA Board Chairman John M. Ferris said the Association's Safe Pilot Program was developed to give direct support to the Federal Aviation Administration's Accident Prevention Program. Goal of the new effort, he said, is to increase the number of Pilot Educational Seminars and Clinics held across the country under FAA auspices, and to encourage voluntary participation by pilots.

As an incentive for pilots to attend FAA safety meetings, GAMA is also sponsoring the Safe Pilot Sweepstakes in which a new \$30,000 airplane and 102 other prizes will be awarded.

Mr. Ferris, who is vice president and general manager of AVCO Lycoming Division, Avco Corporation, an aircraft engine manufacturer, said industry and government have shared a common interest in aviation safety for many years.

"However, our Safe Pilot Program is a public service effort, undertaken by the manufacturers to promote safety in general aviation, aimed at reaching all pilots," he said.

"Pilots can play an important role in accident prevention," he said. "GAMA strongly believes in the FAA approach to improving pilot skills and knowledge through voluntary educational seminars, clinics and proficiency reviews."

"The objectives of GAMA's Safe Pilot Program are simply to help make more seminars and clinics available and to promote greater pilot participation."

Safe Pilot Program coordinators from each of GAMA's 23 member companies have been assigned to specific FAA regions to help organize Pilot Educational Seminars and Clinics. They will work with aviation distributors, dealers, flight schools and the entire aviation community to host FAA clinics and with FAA Accident Prevention Specialists who will conduct the meetings.

The FAA Accident Prevention Program, which began in 1971, is conducted through a nationwide system of 84 General Aviation District Offices (GADOs), each with its own specially trained Accident Prevention Specialist.

Sponsors who host FAA safety meetings under the GAMA Safe Pilot Program will receive national and local promotional assistance from GAMA. A program of advertising and publicity is planned to support

the Safe Pilot Program and Sweepstakes on the national level. Also, each Safe Pilot Program sponsor receives a comprehensive handbook to help in planning, organizing and promoting programs locally. In addition, posters and literature on the program and sweepstakes are being distributed nationally.

GAMA President Edward W. Stimpson pointed out the GAMA Safe Pilot Program has been endorsed by John A. Volpe, Secretary of Transportation; John H. Shaffer, Administrator of the FAA, and John H. Reed, Chairman of the National Transportation Safety Board.

"Safety in the machines of transportation is not enough," Secretary Volpe said. "We must also have safety in the men and women who operate them. For that reason, we are especially grateful for the efforts made by GAMA to support the Accident Prevention Program of the FAA."

FAA Administrator Shaffer said his organization "welcomes the support and involvement" of GAMA through its Safe Pilot Program. "With such high calibre industry cooperation," he said, "we hope to impress upon virtually every general aviation pilot our message that 'Safety Is No Accident'."

NTSB Chairman Reed said, "The Safety Board supports both the FAA's General Aviation Accident Prevention Program and GAMA's supporting Safe Pilot Program because both efforts are aimed directly at pilots--the people who can help the most."

To encourage increased participation in FAA Safety seminars and clinics, GAMA is sponsoring the Safe Pilot Sweepstakes. Anyone who attends an FAA Pilot Educational Seminar or Clinic between June 1, 1972 and May 31, 1973, is eligible for the Safe Pilot Sweepstakes.

First prize for pilots is the winner's choice of any well-equipped airplane, manufactured by GAMA member companies, with a retail value up to \$30,000. Second prize is a \$1,000 retail gift certificate redeemable at any participating Safe Pilot Program aviation dealer. One hundred third prize winners will each receive a weather-band radio.

Non-pilots who attend qualified seminars or clinics are eligible to win up to \$1,500 tuition toward a private pilot rating to be obtained through any participating Safe Pilot Program aviation dealer.

Winners will be selected in a drawing after the sweepstakes period closes.

"There is a genuine need to improve aviation safety," said Mr. Stimpson, GAMA President. "The entire thrust of our Safe Pilot Program is aimed at helping the FAA reach pilots through its Accident Prevention Program. The success of both programs depends almost entirely upon the country's 750,000 general aviation pilots and their voluntary, personal commitment to improving aviation safety."

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AWARD WINNERS

Federal Aviation Administration has named the Fort Worth Air Route Traffic Control Center, Chicago's O'Hare Airport, and the Pensacola Flight Service Station to receive the agency's Air Traffic Facility of the Year Awards. Fort Worth's center was chosen for its success in implementing an FAA directive to maximize ground control of military flights from takeoff and landing. The center ranks sixth in total aircraft operations out of 27 centers in the system and handles nine major military bases, including several that handle student jet training flights in supersonic aircraft. Chicago's O'Hare tower, the busiest of 347 towers operated by FAA, was selected for its success in reducing delays to a point where the hourly quotas on flights established in June 1969 were reduced from 18 hours a day to the five busiest hours. O'Hare also was the first to install and operate a new automated radar terminal system--the ARTS III. The Pensacola facility achieved a high level of productivity in 1971, with more than 17,000 flight services for each fully qualified specialist. With a staff of only eight specialists, one chief and one assistant chief, the facility ranked 126th in operations out of 387 flight service stations and combined station/towers in the system. It has also been a leader in general aviation safety and in 1966 established "Operation Confab" which is a program bringing pilots together on a monthly basis to discuss flight safety.